



Our Historical Society

AN ENGLISH STEAMER BOUND FOR ALEXANDRIA BURNED

Over 100 Lives Lost by Burning and Drowning

FIRE BURNED RAPIDLY

The Accident Happened at Entrance to the Harbor of Valetta, Malta

CAPTAIN PERISHES AT HELM

Warships and Naval Launches Attempt to Render Assistance But Are Unable to Run Alongside Ill-Fated Vessel—Crew Acts Bravely.

VALETTA, Island of Malta, Nov. 25.—A terrible disaster in which more than 100 persons lost their lives, occurred at the entrance to this port this morning within sight of the whole city, which was powerless to give aid. The British steamer *Sardinia*, of the Ellerman line, sailing from Liverpool and bound for Alexandria, with a crew of 44 Englishmen, 11 first and 6 second-class Arab pilgrims aboard, caught fire and within a few minutes was a roaring furnace surrounded by clouds of smoke, through which the flames burst upward to a height of 200 feet. The fire was caused by an explosion in the hold. So rapidly did the fire spread that the frantic efforts of the crew to operate the fire apparatus proved useless and it seemed but a moment before the upper works and masts crashed down upon the deck, while the ships boats were wrecked by the falling of debris or were quickly burned. Safety lay only in jumping overboard and taking a chance of being picked up. Assistance was hurried to the burning vessel from all the warships in the harbor and from the shore, but the work of rescue was greatly impeded by the strong tide running. Even naval launches which came as fast as they could be driven were unable to go alongside. Among the Arabs there was a panic that could not be controlled. Many of them were too terrified to jump and were burned to death. Others casting themselves into the waves were drowned. The crew behaved with admirable courage, serving out life-preservers to the last and working the pumps. When they became useless, Captain Charles Littler took the helm and directed his ship toward the shore as long as it could be navigated. He perished at his post. First Officer Frank Watson, all three engineers, 18 of the ship's company and two first-class passengers, one of them a boy named Grant, are missing. Fifty or more bodies have been recovered and 70 persons were rescued. It is impossible to state just how many were drowned or burned because the list of Arabs is incomplete, but the number will doubtless far exceed the estimates. After the vessel had refused to obey the helm she drifted around three times and finally beached her-

self broadside on the rocks at the mouth of the harbor. She is still burning and will be a total loss. Captain Littler's body was landed in the presence of large crowds which stood uncovered. Many of the Arab women, it is stated, behaved with greater calmness than did the men, many of whom were panic-stricken. The cause of fire is not known, but denial has been made that there were explosions aboard. Unquestionably, however, explosions occurred and it was at first believed that the rapid spread of flames were largely due to the flowing of naphtha.

NATIONAL GUARD GOES AGAINST STRIKERS

DEPUTY SHERIFFS HAVE A PITCHED BATTLE WITH 700 STRIKERS

PERTH, N. J., Nov. 25.—Following a pitched battle between 700 strikers and 12 deputies today at the factory of the National Fire Proofing Company at Keasey near here in which six of the strikers were shot down, Governor For dispatched four companies of the State National Guard to the scene and tonight the streets are patrolled by 250 soldiers. Intense excitement prevails as the strikers declare the deputies were not justified in firing upon them. Two of the wounded men are dying in the hospital. The citizens fear tomorrow when a renewal of the attack on the plant is threatened. The men employed by the Raritan River Clay Co. went on a strike two weeks ago for higher wages. The strikers, most of whom are foreigners, declare that if Taft was elected that wages be restored to \$1.50 per day. They now get \$1.30. Factory officials deny that any such promise was made. The strikers marched to the Perth Amboy Fire Brick Company and induced the men to go out there. Each succeeding day the strikers are increased in numbers and are marched to other towns including men to go out.

At the National plant a number of American workmen remained at work and these were attacked by foreigners as they were leaving their work last night. Today deputies were put on guard. The strikers gathered around the factory armed with heavy iron pipes, pitchforks, clubs, stones, and the police say some of them showed revolvers.

There followed a bombardment of stones and Chief of Police Burke, who is in personal command, asserts that the strikers climbed the fence and that the deputies were compelled to fire to protect themselves. He is authority for the statement that there were but two revolvers in possession of the deputies. This, however, is denied by the strikers. At least a dozen shots were fired point blank at the strikers and six men fell. So far as is known the strikers did not return the fire. Upon seeing their companions fall the workmen fled, leaving the wounded on the ground.

MORE COPPER COIN. SAN FRANCISCO, Nov. 25.—The local mint has completed 10,000 pieces of the 300,000 copper coins recently ordered by the treasury department and is prepared to fill the entire order when the demand requires. It is estimated that a ton of

pure copper will be required for this work. The mint here has now been awarded the right to coin all subsidiary coins required on this coast and in addition is at work on \$8,000,000 silver coins for the Philippines. The completion of this task will take four months steady work. A few of the new five-dollar gold pieces known as the "counter-sunk" design, have been coined, the results of the official tests at Washington being awaited before more are turned out by the coin factory. The design is said to be very artistic.

WOOD PRINCIPAL MATERIAL. Great as the advance in fire-proof construction has been during the last ten years there has been no let-up in the use of lumber, and both architects and builders find themselves so dependent on wood to-day that they are compelled to admit that the forests of the country are likely to be the chief source of building material for many years to come.

"The use of cement, terra cotta, brick and stone, with a frame work of steel, will make it possible soon to do away with wood entirely," is a remark often heard, and, indeed, when one stands on lower Broadway and looks up at the towering skyscrapers, the statement seems to contain much truth. As a matter of fact, however, the popular idea that fire-proof materials will do away with the need of using lumber in a comparatively few years is a very erroneous one. All of the various fire-proof materials going into the approved construction of the more substantial buildings are used in greater quantities now than the world dreamed of a few years ago, yet the heavy demand for lumber continues.

That wood predominates is shown by the annual building records. Of the permits used for buildings erected last year, approximately 61 percent were constructed of wood, and the remaining 39 percent of fire-resisting material, according to a report issued by the Geological Survey on operations in forty-nine leading cities of the country. These figures are the more significant when it is realized that they only represent the building activities in the larger cities; they do not take into account the construction of dwellings, stores and other buildings in the thousands of small cities and towns scattered over and not included in the forty-nine cities in which the reckoning is made.

In towns and small cities wood is usually the predominating building material and it is safe to say that if the statistics had included figures for all places of whatever size, the percentage of wooden construction would have been much greater. These figures, as a rule, are only for the corporate limits, and the suburbs of these cities have each very large amounts to be added. The cost, also, is relatively higher in these cities than in towns nearer the base of the supply.

ARCHIBALD STILL ON WITNESS STAND

GIVES SOME FURTHER INFORMATION AS TO STANDARD CO.'S EARLY HISTORY

NEW YORK, Nov. 25.—Detailed information of much magnitude and diversity of the Standard Oil Company's business was given by John Archibald, vice-president of the company, on the resumption of his testimony today in the hearing of the federal suit to dissolve the oil combination. Archibald said it was the Standard which by eliminating jobbers and retailers, stepped in and greatly reduced the price of oil to consumers. The hearing adjourned after a brief session until Monday when Archibald will resume. Counsel for the defense probably will place William Rockefeller on the stand immediately afterwards.

Archibald said that in the 80's fears were widespread that the supply of crude oil would be depleted and that accordingly he parted with some of his shares at 70 to 80 cents on the dollar. Much of the day was spent in spreading on the record figures showing the production and consumption of oil in 1882 and at the present time. Archibald did not think much of the possibilities of the mid-continent oil fields when they were discovered and caused laugh when he recalled that at that time he said "He would undertake to drink all the oil they produced."

These oil fields produced 70,000 barrels each day and Archibald said he was mistaken in his early judgment. Archibald's testimony will probably last several days.

R. D. HUME THE PIONEER CANNERYMAN DEAD

WAS WELL KNOWN ON THE COLUMBIA WHERE HE LAID FOUNDATION OF FORTUNE

GOLD BEACH, Or., Nov. 25.—R. D. Hume died at his home at Wedderburn, on the Rogue river, Curry county, at an early hour this morning. He had been ill for some weeks, with kidney trouble, from which he had been a sufferer for years and for which he had undergone a number of operations. He was one of the wealthiest men of the Pacific northwest, being generally known as the salmon king.

Robert Deniston Hume was born at Augusta, Maine, October 31, 1845. He was one of a family of 12 children, nearly all of whom are dead. His father was William Hume, a farmer of small means who died in 1868. His first wife was Cecelia A. Bryant, said to be a relative of William Cullen Bryant, and his second wife was Mary A. Duncan.

At the age of 7 years Mr. Hume was taken into the family of Robert Deniston, with whom he remained till he came to California in 1864. For several years he was in the employ of Haggood, Hume & Co., who operated the first salmon cannery in the United States on the Sacramento river.

Afterward he came to the Columbia river, where he laid the foundation of his large fortune in the fisheries, building and operating a cannery there for several years. In 1876 he came to the Rogue River and bought the salting works of Riley & Stewart. He built a cannery on the south side of the river at Ellensburg also a hatch. These, with his stores, wharves and other buildings, were burned in 1893.

Mr. Hume took a great interest in the propagation of salmon and probably was the best informed man in the world on the subject, appearing at one time before a committee of congress to explain the work. He had written many pamphlets and newspaper articles in connection with the work which are now considered standards. He built the hatchery on Elk creek and afterwards turned it over to the government of the United States. He also had a private hatchery on Indian creek, just above Gold Beach.

Soon after coming to Gold Beach he commenced buying up the lands along the river and the ocean until he finally controlled all the river frontage for more than 12 miles up the river, and seven miles of ocean frontage; this gave him a monopoly of the fishing and brought millions to his purse.

At the time of his death he not only controlled the Rogue but practically all the waters of Curry county, besides interests on the Klamath river in California. A line of his own boats carried the products to Marshfield, where they were transferred for shipment to San Francisco.

GIFTS FOR FLEET.

NEW YORK, Nov. 25.—Christmas gifts to officers and men on the world touring battleship fleet now at Manila will be carried on the supply ship *Celtic*, but as she will not leave the Brooklyn navy yard until the middle of December, remembrances from sweethearts and relatives will be a little late in reaching their destination. The *Celtic* will meet the fleet either at Negro Bay, Morocco, or at Gibraltar. The fleet is due at Negro Bay on Dec. 31st and at Gibraltar Feb. 6. Aside from Christmas presents the *Celtic* will carry nearly 15,000 eggs, 500 tons of meats, hundreds of chickens, flour, meal and other supplies for the battleships.

BLACK BLOOD FADING.

NEW YORK, Nov. 25.—Miss Lillie Devereaux Blake created something of a sensation yesterday at a meeting of the Society for Political Study at the Hotel Astor in a discussion on "Criminals," by saying, after reference had been made by others to the record of negroes in criminal annals: "White blood is now so mixed with black blood that the real negro is being wiped out. In 100 years from now I don't suppose there will be one left and everybody, broadly speaking, will have a strain of negro blood in their veins. I cannot say that I will regret it." There were others who did not take this view.

SHIP RELIEF SAFE.

Word Received in California As To Her Location And Condition.

BERKELEY, Cal., Nov. 25.—Mrs. Charles Francis Stokes, wife of Dr. Stokes, who is the commander of the Naval hospital ship *Relief* for the safety of which grave fears have been entertained, late last night received the following cablegram from her husband, the message coming directly from Sorsogon, a town on the southeastern coast of the Island of Luzon, Philippine group: "Ship injured by storm. Arrived here all well. Can't say how long we will remain; awaiting further instructions from Manila."

The *Relief* sailed from Manila Nov. 15th from Guam, Ladrone group, carrying cable operators to that place. The vessel was due on Friday last but nothing had been heard of her until Dr. Stokes' cable to his wife, who is at present living here, arrived. It was feared the ship had foundered in the storms which have swept the eastern seas recently as she made heavy weather of the voyage with the Atlantic fleet from Samoa to Australia, rolling so much at times that it was thought she would turn over. The ship was evidently blown far out of her course and made the coast of Luzon for shelter and repairs.

MANILA, Nov. 25.—Admiral Sperry today received a telegram from the hospital ship *Relief*, five days overdue at Guam for which port she sailed from this harbor, Nov. 15th, the message coming by way of Sorsogon, in Southern Luzon, and stating that the ship was badly damaged by a typhoon which was encountered on Nov. 18th during which the engines were disabled. Fire broke out on the *Relief* but was promptly gotten under control, the crew of the ship showing splendid discipline. The *Relief* is now proceeding to Manila under her own steam, repairs to her engines having been made by the crew.

The news confirms the fears that were entertained here that the *Relief* had met with disaster as she did not arrive at Guam on time.

ALL DUE TO TAFT!

CHICAGO, Nov. 25.—An expenditure of \$1,600,000 for new equipment and power was decided upon by the board of directors and management of the Rock Island system yesterday. The order will comprise 35 locomotives and 70 all-steel passenger cars. In connection with the order, President B. L. Winchell stated that the company has adopted all steel construction for nearly all its cars, including baggage and mail cars and day coaches. The railroad officials declare their belief that the railroad business would continue to increase rapidly.

ENGLISHMAN TOO MUCH FOR ABE ATTELL

AMERICAN DIDN'T HAVE A CHANCE, HIS OPPONENT BEING GREAT FIGHTER

LOS ANGELES, Nov. 25.—Abe Attell, hitherto the undefeated featherweight champion of the world, met more than his match tonight in Freddie Welsh, the English lightweight and one of the greatest little fighters that ever appeared in a ring in this city. Attell never had a chance from the beginning of the fight to the finish. The doughty little champion seemed to lack confidence. His blows lacked vigor and his generalship was not what it has been. There was much infighting in every round and in this alone did Attell show to any advantage. In long exchanges Welsh was his master both in offense and defense. In one of the preliminaries Monte Attell won the decision from Mike Kutchos of San Francisco.

BISHOP AT BANQUET.

CHICAGO, Nov. 25.—Bishop F. M. Bristol of the Methodist Episcopal church, was a guest of honor last night at a banquet given by the Chicago Methodist Social Union at the Auditorium hotel. Before he became a bishop, Dr. Bristol was pastor of several Chicago churches. The reception was his farewell appearance in Chicago preparatory to his departure for Buenos Ayres, South America, where he will take up his Episcopal residence after January 1st.

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SHAMEFUL STATE OF AFFAIRS IN THE CASTELLANE CASE

ENORMOUS FORGERIES.

CHICAGO, Nov. 25.—It is now practically settled that the forgeries of Peter Van Vlissingen will remain around the \$1,500,000 mark, as Receiver W. C. Niblack put it last evening, "and the creditors will be doing well if they realize five or six percent on their investments."

Mrs. Van Vlissingen will not be made penniless either, for the \$72,000 assets are largely made of real estate and her dower rights must be satisfied.

WITH AMERICAN DRIVER ITALIAN CAR WINS

AUTO RACES HELD AT SAVANNAH RACE COURSE AND GOOD TIME MADE.

SAVANNAH, Ga., Nov. 25.—The little red Italian car with cylinders that hummed like giant bumble bees and with American driver today won the first international light car race ever held in this country. In doing so the car and driver set the high record of 52.56 miles an hour for 196 miles over part of the circuit which tomorrow will be used by the grand prize racers. Hilliard, of Boston, in the Lancia car, proved the winner in the elapsed time of three hours, 43 minutes, 33 seconds. Burman in a Buick finished second, more than six minutes behind the winner. Lorimer, in a Chalmers-Detroit, took third, Hearn in a Buick fourth, and Pooles, Italian car Isotta, was fifth.

OUTLAWS TO ORGANIZE.

LOS ANGELES, Cal., Nov. 25.—The California State League, "outlaws," are to come into organized baseball January 1, 1909. This is the news brought back from Fresno by Henry Barry of the Los Angeles ball team, who returned yesterday. Barry declares that the outlaws will be with the Coast League from now on. With the possible exception of the Stockton team, they are ready to come into the fold now and would probably make formal application this week but they desire to await the coming of President Ben Johnson of the American League and the other big league magnates who are to visit the coast with him about December 20.

RESCUED FROM WATER.

SAN FRANCISCO, Nov. 25.—E. M. Forberg and Edward Callaway, of the crew of the pilot boat *Lady Mine* narrowly escaped death in the breakers on the bar at the entrance to this port yesterday when the yawl in which they were going to fetch Pilot McCullough from the bark *Turgot* upset. The men were clad in boots and oilskins and had a hard struggle to keep afloat until Mate Christensen in another small boat came to their aid. The accident was the result of the strong wind which had kicked up an ugly cross sea on the bar. A gigantic wave turned over the yawl and the sailors clung to the half submerged craft until Christensen, with a thrilling display of pluck and skill, succeeded in taking them aboard his own boat. The rescued men were exhausted but otherwise unharmed.

LAMPHERE'S CASE IN JURYS' HANDS

LA PORTE, Ind., Nov. 25.—After deliberating four hours today without reaching a verdict, the jury in the Lamphere case at 10:45 o'clock was locked up for the night. The entire day was consumed in arguments, except about 15 minutes which was consumed by the judge in charging the jury. The court laid the greatest stress on the following: "If you believe that these parties met their death in any other way than that alleged in the indictment, still you may find the defendant guilty of arson, under this indictment, provided you believe beyond a reasonable

The Count Attempts to Get Custody of Children

MATTER IN COURT

Counsel for Castellane Unmercifully Scores Prince De Sagan

SOME SHOCKING STATEMENTS

Anna Goulds New Husband Accused of Many Laches Including Forgery of Notes Amounting to \$80,000—The Fair Princess Also Failed.

PARIS, Nov. 25.—The first day's proceedings in the suit of Count Boni De Castellane against his former wife who was Miss Anna Gould and now wife of Prince Helie De Sagan, for custody of his three children was characterized by a strong denunciation of the Prince and Princess by M. Bonnet, who represented Count De Castellane. The court room was crowded. There were more Americans and English present than French. Prince Helie and the Count glared at each other for four hours while M. Bonnet pleaded that the custody of the children be confided to their grandmother, Marquise De Castellane, because the marriage of Madame Gould to the Prince had polluted the atmosphere of their home. He described the marriage as a catastrophe that has resulted in the quasi abandonment of the children and without mercy raked De Sagan's past, his early life, his amorous adventures with questionable companions, his ostracism by his family. The months he had spent in jail before the case charging him with the forgery of notes of the value of \$80,000 which was not pressed through the intervention of his father, and his amorous escapades ever since his marriage.

The Princess' reputation after the fell under the influence of De Sagan was likewise assailed in scathing terms. M. Bonnet described her conduct with the Prince on both sides of the Atlantic and spoke of the scandal which he declared it caused. M. Bonnet offered to bring proof of many of the incidents to which he referred.

In all there are 39 different counts in the indictment and such an array of scandal has seldom been witnessed even in a French court. Spectators laughed uproariously at the statement that Prince Helie was anxious to seek a monastery and their laughter was even augmented at times as M. Bonnet dramatically enacted some of the scenes.

M. Bonnet asked for \$50,000 a year to care for the children but was willing that the court should fix the amount. It is evident from today's proceedings that M. Bonnet had detected constantly on the track of the former wife of his client. De (Continued on page 6)

ITALIAN RUNNER DEFEATS HAYES

MADISON SQUARE, N. Y., Nov. 25.—Dorando Pietri, of Italy, defeated John J. Hayes of this city in a renewal of the Marathon race tonight. The distance was 26 miles 385 yards, the same as the Olympic Marathon which Hayes won at Shepherd's Bush, London, last summer. Dorando held the lead from start to finish, finally winning by about 60 yards. Hayes was in the lead five times during the race, but only for a few seconds each time. Dorando's time was 2:44:20 2-5; Hayes, 2:45:05 1-5. Hayes weakened in the last half mile and the Italian won handily. Dorando's time tonight was nearly

11 minutes faster than Hayes made when he won the race at London. Hayes then covered the distance in 2:55:18.

REMANDED TO JAIL.

NASHVILLE, Nov. 25.—No request has been made for admission by Robin Cooper and father, Colonel Cooper, who were arrested in connection with ex-Senator Carmack's death, when they were arraigned today. Counsel for the defense attempted to have the case set for the January term of court but Judge Hart allowed the state's request for December 8th. The court then remanded the prisoners to jail.